

SIX DOLLARS
PER QUARTER

Shipping.

MONEY advanced on Mortgage, on Lease and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency.
Commission business relating to land, conducted.
Full particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.
A. SHELTON HOOPER
Secretary,
Victoria Buildings,
Horsepath, 2nd May, 1894.

CURIOS, &c.
CHINESE EMBROIDERIES, EMBR
DERED MANDARIN CLOTHING, &c.
Prices very moderate.

No. 2, FIDDER'S STREET.
 Hongkong, 16th August, 1890.

ART DEPOT,
21 & 23, QUEEN'S ROAD.
Melbourne, 31st July, 1882.

CELEBRATED OPERA GLASSES
MARINE GLASSES and SPYGLASSES
No. 4, Queen's Road Central.

Pte. Robertson's crew Albert, No. 2 Station colours red.

Private Connelly, C. Company... (bow)

" Bain, E. " " " "

" Fiddle, F. " " " "

" Apnew, C. " " " "

" Y. Milon, C. " " " "

" Robertson, C. " " (stroke)

" Renfrew, F. " " (cox)

Private Murdoch's crew Argyl, No. 3 Station, colours white.

Private Sinclair, F. Company... (bow)

" T. Smith, F. " " " "

" Crawford, H. " " " "

" R. Smith, F. " " " "

" Sweeney, H. " " " "

" Murdoch, H. " " (stroke)

" Nicholson, H. " " (cox)

SECOND DAY.—WEDNESDAY, NOVEMBER 26TH.

No. 1.—3.30 p.m.

Final.

INTER-COMPANY RACES.—1st Crews.

1st 2nd 3rd Time.

No. 2.—4 p.m.

Final.

INTER-COMPANY RACES.—2nd Crews.

1st 2nd 3rd Time.

No. 3.—4.30 p.m.

Final.

OPEN RACE.—Open to the Army, Navy, and

Police, for all in-rigged boats not exceeding six

oars. One mile. 1st prize \$20; 2nd \$10; 3rd

\$5.

H.M.S. *Victor Emanuel's*—Ortel, No. 7

Station. May, No. 2. Torpedo, No. 1. Mys-

tery, No. 3.

Hongkong Company Submarine Miners,

Royal Engineers, No. 5.

A. & S. Highlanders' Louise, No. 4. Argyl,

No. 8. Sutherland No. 6.

1st 2nd 3rd Time.

No. 4.—5 p.m.

HAPPY-GO-LUCKY STAKES.—A distance

Handicap for all boats.—Prize \$70.

PROGRAMME OF AMOY RACES.

FIRST DAY.—WEDNESDAY, 7TH JANUARY, 1891.

CONSULAR CUP, presented, value, \$1000. For all

China Poles, weights as per scale; entrance

\$5. Half-a-mile.

TRIAL STAKES, of \$10 each, with \$50 added; a

forced entry for Amoy subscription griffins of

this season; First Pony to receive 70 per cent.

Second Pony 20 per cent. Third Pony 10 per

cent; weights as per scale. Three-quarters-

of-a-mile.

FOOCHOW CUP, presented, value \$100; for all

China Poles; weights as per scale; entrance

\$5. One mile and three-quarters.

HAWKMAN CUP, presented, value \$100; for all

Poles first raced as Griffins at Amoy;

weights as per scale; entrance \$5. One mile

and a quarter.

CHAMBER CUP, presented, value \$100; for all

China Poles; weights as per scale; entrance

\$5; winner of Consular Cup 1 lb. extra; three-

quarters of a mile.

AMOY STAKES, of \$10 each. A forced entry for

all Poles entered at this meeting; first Pony

to receive 70 per cent; second Pony 20 per

cent; third Pony 10 per cent; weights as per

scale; one mile and a quarter.

COAST CUP, presented, value \$1000, for Amoy

Subscription griffins of this season; weights

as per scale. Winner of Trial Stakes or

Hawkman Cup 7 lb. extra, or of both 10 lb.

extra; to be ridden by residents of Amoy,

Foochow or Formosa; entrance \$5. One mile.

SECOND DAY.—THURSDAY, 8TH JANUARY, 1891.

COMPRADORE'S CUP, presented, value \$165; for

Amoy Subscription griffins of this season;

weights as per scale; winner of one race 7 lb.

extra, if of two or more races, 10 lb. extra;

previous non-starters 7 lb. extra; entrance \$5.

Three-quarters of a mile.

CHALLENGER CUP, value \$50 Guineas; a forced

entry for all Amoy and Formosa-owned poles,

optional to Subscription griffins of this season;

half entrance fees to the winner; to be won

two consecutive meetings by a pony or poles,

the bond fee property of the same owner or

owners; weights as per scale; entrance \$10.

One mile.

VICTORS' CUP, presented, value \$1000; for all

China Poles; weights as per scale; entrance

\$5. Two miles.

BUND CUP, presented, value \$100; Second Pony

\$25; for Amoy subscription griffins of this

season; weights as per scale; entrance \$5.

One-mile-and-a-quarter.

EXCHANGE PLATE, presented, value \$100; for

all China Poles; weights as per scale; winners

CHANG CHIH-TUNG'S IRON AND STEEL WORKS.

HANYANG, November 14th.

Since the last notes that were published in your paper, there has not been very much of interest to report on the different undertakings of the progressive Vicinity of the Hukang provinces. Things are going on, though of course very slowly.

First, in rank of importance, come the iron and steel works. It has not been an easy matter to find, in the environs of the provincial capital, a suitable place for erection. After much delay and talk, a site has been chosen on the northern slope of the Hanyang hills, between that ridge and the Han river, opposite to the native city of Hankow, and thus close to the Yangtze with which afterwards the works will be connected. It appears at first sight to be an unfavourable place for building purposes, as it is marshy ground and lies much lower than the summer levels of the Han and Yangtze. The natives had put it under cultivation and constructed an embankment to protect it against the yearly floods. This embankment has been immediately raised and strengthened, but will only serve for the present, as it is proposed, in order to avoid any danger of inundation, to build the working level of the factories sufficiently high above the ordinary and even extraordinary rises of the Yangtze, corresponding to about 50 ft. Hankow water-mark. Stonecutters, etc., are now busy in preparing the large quantities of materials that will be absorbed in foundations, buildings and constructions, which will be begun as soon as the ground has been sufficiently drained.

As far as I have been able to ascertain the factories will be very important indeed, and will comprise for the present two large blast furnaces of the Cleveland type with all their apparatus, superheaters and machinery capable of producing about a hundred tons of pig-iron daily. There will be also a complete Bessemer plant, including two five-ton converters with their cupolas, casting cranes, large blowing engines, etc. The ingot steel made here will be rolled into flat-plate rails, so that the specifications include necessarily a large mill and all machinery and apparatus for the same. It is known, apart from this, that the fabrication of rails for their future railways has been the chief object of the Chinese in designing these iron and steel works.

A small "Siemens-Martin" plant will complete the steel works; its object is the casting of soft steel for ship plates and "special metal" for the Vicinity's small-arms and gun factory. It would appear from the foregoing statement that a shipyard will be annexed to the general works, but this is a real "by and by."

As for the iron department, it will also be a very complete one, including some twenty puddling furnaces and a plate and bar mill with all indispensable machinery.

It is roughly estimated that the works will cover about 40 acres. They will be intersected by numerous railways, on which the astonished Chinese will perhaps see half-a-dozen locomotives, small and large, travelling in different directions.

The whole plant has been ordered from a well-known firm on the Tees, and must be entirely delivered in the early months of the next year.

However, an important part of the machinery has already been brought up and landed here direct out of two ocean-going steamers. It includes, of course, all the blast furnace materials with which the start will be made.

The foreign technical staff has now been completed for the trial, some time ago, of Messrs. Hobson and White, who came out here respectively as manager and erector of the works. These gentlemen are living for the present in the well-known Hankow Bungalow, close to the site of the works. —Daily News.

FOUNDING OF H.M.S. "SERPENT"

Referring to the loss of H.M.S. *Serpent* the

Singapore Free Press says:—

The news of the loss of H.M.S. *Serpent* has been received with the deepest regret by the officers and men of Her Majesty's ships in port, and the disaster has made a particularly strong impression on board the *Porpoise*. What the circumstances may have been which led to the foundering of the *Serpent* will not be known for some time, but if the loss has been due to any structural imperfections in the way of defective framing, port area, then it may be assumed that whatever extra freeing ports may be needed, will be cut in the sides of the *Porpoise* upon her going up to Hongkong.

As far, however, as an outside opinion could judge from repeated visits to the latter ship, there seems to be sufficient means of clearing water over the decks to meet any unusual emergency.

Still it was the loss of the *Porpoise* that made the *Rattler* have extra ports provided, that precedent which, for all the other vessels of the *Archer* class, at the first opportunity.—The *Serpent*, which was commissioned at Devonport on the 24th of this year, had sailed for Cape of Good Hope and west coast of Africa to relieve H.M.S. *Archer*, which was to have come on the Singapore and China station on arrival of the *Serpent*.

The officers of the *Serpent* were as follows:—

Commander.....Harry L. Ross.

Lieutenants.....N. Peter N. Richards,

(Torquill Macleod),

Staff Surgeon.....William M. Rae,

Paymaster.....James W. Dixon,

Chief Engineer.....John J. Robins,

Engineer.....William P. Edwards,

Artist Engineer.....Frederick V. Head,

Gunner.....(T) Frank Holgrave,

Boatswain.....Thomas Hicks (in lieu of Sub-Lieutenant).

Capt. Ross promoted in June, 1886 from the *Reven* gunboat serving on the Australian station, and this was his first command in the rank of Commander.

Lieut. Torquill Macleod was Flag-Lieut. in H.M.S. *Agincourt* to Rear Adm. Al. Fremantle in the Channel Squadron about three or four years ago.

J. W. Dixon was Paymaster at Yokohama Depot (now abolished) about two years ago. Served on board the gunboat *Swinger* on the Australian station.

William P. Edwards passed three years ago as a cadet at Greenwich College. Won Newman Memorial Prize.

Brasserie's *Naval Annual* describes the *Archer* class of cruiser as follows:—

The *Tartar*, *Raccoon*, *Serpent*, and *Mohawk* were the representatives. At last year's Manoeuvres of a class of small cruisers of which no less than twelve have been laid down. They were strongly recommended to Lord Northbrook by the late lamented Sir Cooper Key and his naval colleagues. It was desired to secure a speed and coal endurance far exceeding what had previously been attained in vessels of similar dimensions, combined with an armament of sufficient power to deal with any raiders upon commerce, likely to be met with on distant foreign stations. The *Archer* was intended, when acting independently to give protection to commerce. They were to be the scouts or look-out vessels of a fleet. In battle, as sea-going vessels, they were to be the first to engage.

—*Lat. Times*, 13th December, 1890.

4th p.m.

Intimations.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

OUTFITTING DEPARTMENT.

SCOTCH LAMBSWOOL VEST AND PANTS.
WINTER MERINO VESTS AND PANTS.
THICK CASHMERE VESTS AND PANTS.
CARDIGAN JACKETS AND CHAMOIS LINED VESTS.
FANCY MIXED RIBBED FINGERING.
WOOL HALF HOSE, CASHMERE AND MERINO HALF HOSE.
RIBBED FINGERING WOOL HOSE.
CASHMERE BICYCLING HOSE (Navy and Seal Brown).
SILK MUFFLERS, CASHMERE MUFFLERS.
RUGS AND MAUDS.
COLORED KID GLOVES.
REGULATION MILITARY GLOVES.
FOOT BALL JERSEYS, ROWING JERSEYS, SWEATERS.

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ C. Co., Ltd.)
Hongkong, 15th November, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.
[476]

Hongkong, 11th August, 1890.

be effective auxiliaries to the heavy ships. It cannot be said that the result has been a failure. The speed on the measured mile was 17.5 knots. Recently the *Brisk* steamed the 1,200 miles from St. Paul's to St. Helena in four days, and one hour. During the trip she did her four hours' full-speed trial, covering a distance of 60 miles in a rather heavy sea, and with a full stock of coal, water, provisions on board. At a cruising speed of 10 knots the coal endurance of the *Archer* class is 7.0 knots. In proportion to their tonnage they are powerfully armed. Having referred to the good points of the class under consideration, it must be admitted that they have faults common to many smaller cruisers of modern design. In the construction of the hulls economy of weight has been carried to excess. The plating is too thin for durability. The armament is overdone. In a sea-way the heavy top-weight causes loss of speed, and throws an undue strain upon the light structure on which it is placed.

It has recently been stated in the *Broad Arrow*, that in going to the Cape from St. Helena, the speed of the *Brisk* when meeting a strong head wind and sea was reduced to 5 knots, as the vessel was being buried under water forward, the forecastle bending down three or four inches under the water. On another occasion the *Brisk* was steaming before a head wind, and was taking in so much water on the poop that she had to be turned round, and steamed against the wind and sea for thirty hours until the weather moderated.

For ocean service the absence of sail must be often felt as a great disadvantage in cruisers of all classes. By the judicious use of canvas cost may be economized. In blowing weather canvas would greatly improve the behaviour of ships both in scudding and when laid-to.

"THIS MAN WAS FRIGHTENED."

And on reading the facts it will appear that he had reason to be. The man referred to was Edward Perrin, a guard on the Manchester, Sheffield, and Lincolnshire Railway. In September, 1887, he met with an accident, which gave him a temporary shock to his system. Not long afterwards he began to feel a pain in the chest and had difficulty in breathing, and threw up a great deal of mucus (phlegm). He at once concluded he had some serious ailment of the lungs, and sought medical advice. The doctor said it was so, and added that there was no cure for it, and that he could do no more than give him something to ease the pain and the cough. Then the doctor gave Mr. Perrin a certificate stating that he was suffering from "Catarrh of the Lungs," which is the professional term for that dreadful malady, Consumption. Further symptoms soon appeared which seemed to confirm this alarming opinion. The poor fellow experienced great pain in eating, and a tightness across the chest, which felt, he said, "as if some strong man was gripping him round the body under the arms."

The root of Mr. Perrin's narrative is best related in his own words. He said:—"I soon commenced to have a brackish taste in the mouth as if I had been sucking copper. Then came colds, and I was in turn, the cough got terrible, and I raised more than I had done. These horrible symptoms so scared me that I went and consulted the late Dr. Dorey, who was at that time Consulting Physician to the Railway Company and the Infirmary. He examined me carefully, and certified as follows:—

"In the case of Guard Perrin, this is a frightfully fatal case. He is suffering from Catarrh of the Lungs and Dyspnea. God liver oil and iron are indicated."

"This fully bore out what the doctor had said, so I now looked upon myself as done for. I took everything I could hear of, I have had gallons of cod liver oil and sherry, and have had many quarts of camphorated oil rubbed on my chest, until my wife was sick of rubbing. I was also put on iron, but in spite of all this terrible dosing and meddling I got gradually worse. In half-a-dozen weeks my condition was this: I believed myself to be fast going to the grave with consumption; my friends said so, the doctors said so, and it looked like it if anything ever did. It is understood that consumption is a sure death, and I made up my mind for that awful end. I had been of my work from 1887 to 1889. I was ashamed to be away so much, as I was obliged to draw funds from the Club all the time to help support my family."

"While I was thus doing nothing but waiting to die, crawling about feebly, I happened one day to meet Inspector Blippon, of Ardwick Station, one of the Traffic Inspectors of our line. He was shocked at my looks, but said, 'Perrin, I don't know as anything will help you; but, if anything will, it is Mother Selig's Curative Syrup.' I remember that I was almost mad, miserably broken and ill at ease. I had no money, and I made up my mind for that awful end. I had been of my work from 1887 to 1889. I was ashamed to be away so much, as I was obliged to draw funds from the Club all the time to help support my family."

"I took Mother Selig's Curative Syrup, and I found relief. Now comes what you may find hard to believe, and I have been sound and healthy ever since. I told the doctor about it, and although he saw I was well, he seemed displeased. 'You say Mother Selig's Curative Syrup cured you?' He said, 'Nonsense. It is only a quack medicine; it is nothing but stuff and rubbish.' Well, all right, I said to myself, it may be stuff and rubbish, but it has made a grand cure of me. I have been sound and healthy ever since."

—*Lat. Times*, 13th December, 1890.

4th p.m.

Co-day's Advertisements.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 24th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 24th November, 1890. [1597]

FOR SHANGHAI.

THE Steamship

"AMOY."

Captain Th. Lehmann, will be despatched for the above Port, TO-MORROW, the 25th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, 24th November, 1890. [1606]

Intimations.

WANTED a WARDMASTER for the Government Lunatic Asylum. Applications to be made to the Colonial Surgeon at the Government Civil Hospital up to the 28th inst. Hongkong, 22nd November, 1890. [1603]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR wine of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 11, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 24th August, 1890. [1603]

NOTICE.

JEV'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEV'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.

St. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th June, 1889. [1603]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

1.—Arnhold, Karberg & Co.

2.—Alice Memorial Hospital.

3.—Adamson, Bell & Co.

4.—Buckfield and Swire.

5.—Brooks, W. R., Residence.

6.—Bellis, J. & Co.

7.—Bellis, E. R., Kingsclere.

8.—Bellis, E. R., The Eyrie.

9.—Hartigan, Dr. Wm., Queen's Road.

10.—Castle, Dr. J., Queen's Road.

11.—Castle, Dr. J., Victoria Peak.

12.—C. & J., Telephone Co., Ltd.

13.—Chater and Vernon.

14.—Central Police Station.

15.—China Mail.

16.—C. Borneo Co., Ltd., S. S. M., Bowington.

17.—Carlitz & Co.

18.—Cowie, Dr. Alex.

19.—"Daily Press."

20.—Douglas Laiprak & Co.

21.—Dakin Bros. of China, Ltd.</

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON.
ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

ALL CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERIAN
GIRI, BOMBAY, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CLYDE" Captain J. L. Parit, R.N.R., with Her
Maltese Mails, will be despatched from this
for LONDON, via BOMBAY & SUEZ CANAL
on THURSDAY, the 27th inst. at NOON.
Cargoes will be received on board until 4 P.M.
Passengers will be received at the Office until
4 P.M. on the day before sailing.
Sails and Values for Europe will be
transhipped at Colombo. General Cargo for
London will be conveyed via Bombay without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.
Tea will be sent either via Bombay or
Colombo, according to arrangement.
For further particulars regarding SHIPMENT
AND PASSAGE apply to the PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bill of Lading.

This Steamer takes Cargo and Passengers for
Marseilles.

E. L. WOODIN,
Superintendent.

"P. & O. S. N. Co.'s Office,
Humboldt, 17th November, 1890."

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OVER CONNECTING
STEAMERS.

THE Steamship

"BELGIC"
will be despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 26th inst.,
at DAYLIGHT.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Humboldt, 24th November, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via
YOKOHAMA, on SATURDAY, the 6th Dec.,
at 3 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and inland Cities
of the United States, via Overland Railways,
to Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through fares
from China and Japan to Europe.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day,
all Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Humboldt, 24th November, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1890.

(Subject to Alteration).

ARYSSINIA.....THURSDAY...1 Dec. 4th.

PARTHA.....THURSDAY...1 Dec. 25th.

BATAVIA.....SUNDAY.....1 Jan. 25th.

THE Steamship

Caroline Williamson, sailing at NOON, on
THURSDAY, the 4th December, will proceed to
VANCOUVER, via INLAND SEA, KOBE,
and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$210.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$220.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$250.00

To Hamilton, Kingston, London (Ont.).....\$250.00

To Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara
Falls, Baltimore, Philadelphia and
Washington.....\$290.00

To Quebec, Boston, Portland (Maine).....\$295.00

To Halifax, St. John's.....\$325.00

To London, via Liverpool.....\$320.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$345.00

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
Repaid return tickets to Pacific Coast Ports,
and to Eastern and Interior Points of Canada
and U.S.A. will be granted, available for—
6 months at 25 per cent. off Return Fare.
50 per cent. off.

(Time is reckoned from the date of landing to
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to in-
terior and Eastern Points of Canada and U.S.A.
not holding prepaid return tickets but who re-
embark within 12 months from date of landing
at Vancouver will be allowed 10 per cent. off
the return fare.

Prepaid return tickets to European points will
be issued available for 12 months at double
fare (return fare).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Ports, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of D. E. Brown, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Humboldt, 20th November, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 21st day of December,
1890, at 11 A.M., the Company's Steamship
"SACHSEN," Captain K. W. Götsch, with
MAILS, PASSENGERS, SPECIAL CARGO,
will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.
Special and Parcel until 3 P.M. on 20th
December, (Parcels are not to be sent on Board);
they must be left at the Agency's Office. Con-
tents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to

MELCHERS & Co.,
Agents.

Humboldt, 24th November, 1890.

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES
OF

"THE LAW OF STORMS IN THE
EASTERN SEAS"

(by W. Dehnbach, Director of Hongkong
Observatory).

THIS useful work has been re-written and
greatly enlarged, and is illustrated by
diagrams showing the courses of the typhoons
of late years.

The pamphlet is issued at One Dollar, and
may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong;

"Lang, Crawford & Co."

"G. Falconer & Co."

"C. J. Gaupp & Co."

"F. Blackhead & Co."

"Heinemann, Herbst & Co."

"More & Selmund."

Mr. W. Brewer.

The Hongkong Trading Co., Ltd.

Messrs. M. F. de Silva, Canton.

Messrs. de Mello & Co., Macao.

Mr. N. Moale, Amoy.

Messrs. Hodge & Co., Foochow.

Messrs. Kelly & Walsh, Limited, Shanghai.

Messrs. Kelly & Walsh, Limited, Yokohama.

Rev. S. J. Smith, Bangkok.

Messrs. Sayle & Co., Ltd., Singapore.

Messrs. Amédée Frères & Co., Paris & London.

or the

"HONGKONG TELEGRAPH" OFFICE.

Pedder's Hill.

Humboldt, 17th September, 1890.

Intimations.

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE-SPARS AND LUMBER
Always on Hand.

L. MALLORY,
Sole Agent.

Wednesday 21st June 1890.

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preserva-
tion of Wood, Walls, Roofs and Ships'
Tackle. May be applied to Beams, Floors, Wal-
lacing, Wooden Ornamentals, Eaves, Roofs,
Wooden Sheds, Farmers' and Gardeners' Im-
plements, Carts, Posts, Fences, Stables, Gates,
Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls
painted with it and entirely prevents the crum-
bling away and decay of both stone and brick.

White ants do not touch wood painted with
Carbolineum Avenarius.

Used during the last 14 years with the utmost
success, as proved by numerous Testimonials
from living authorities.

Sold in casks of about 450 lbs. net; Price
8 cents per lb.

For further particulars, apply to

SCHEELE & Co.,
Sole Agents.

No. 16, Stanley Street,
Hongkong, 22nd December, 1889.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains 3 or 4 times a day.)

IS the most approved and most efficacious
remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER,
TYPHUS, ERYSIPELAS, HOOPING
COUGH, and many other complaints. It is
also the very best Antiseptic. Highly recom-
mended by the medical Faculty. To be had from
every reputed Chemist and Druggist. Ask for
DR. KNORR'S ANTIPYRINE. Each Tin
bears the inventor's signature, "Dr. KNORR"

in red letters.

Supplies constantly on hand at the China
Export, Import, and Bank Co.—Sole Agents
for China. Beware of spurious imitations!

Hongkong, 20th May, 1889.

A. G. GORDON & CO.,
LIMITED.

ENGINEERS, LAUNCH BUILDERS,
GENERAL AND GOVERNMENT
CONTRACTORS, IRONMONGERS, COM-
MISSION AGENTS, VALUATORS, IRON
AND TIMBER MERCHANTS.

WORKS:
BOWKINGTON, EAST POINT.

OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1890.

TOURISTS

ARE cordially invited to call and inspect our
choice collection of Japanese and Chinese
FINE ART CURIOS, which is unequalled in
Japan.

Every article guaranteed as represented. No
trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd.,
16 Bond Street, London, W.

Farsani's Photographic Studio.

HONGKONG HIGH LEVEL TRAM-
WAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 (noon) to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

3 to 7, 7 to 9 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (noon) to 2 P.M. every quarter of an hour.

3 to 7, 7 to 9 P.M. every quarter of an hour.

Special Cars may be obtained on application
to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent
Comps and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co.,
General Managers.

Hongkong, 21st October, 1890.

NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS

1, Ice House Road are suitably lighted to
produce all styles of Portraits in any weather.

CABINETS from \$6 a dozen.

CARTES DE VISITE from \$3 a dozen.

LIFE SIZED BUSTS in Colour, or Black &
White.

IVORY MINIATURES, &c. &c.

NEW VIEWS OF HONGKONG and the
Coast Ports are always ready.

Hongkong, 24th September, 1890.

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS
AND
CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS,
KOWLOON.
OFFICE—No. 12, D'AGUIAR STREET.
Hongkong, 25th August, 1890.

Geo. Fenwick & Co.,
LIMITED.

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON AND BRASS
FOUNDERS, GOVERNMENT & GENERAL
CONTRACTORS, &c.

Established 1850.

Hongkong, 20th January, 1890.

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1891.

HONGKONG DERBY.

SWEEPSTAKES of \$20 each, half forfeit if
declared on or before day of closing Entries,
with \$100 added for 1st Pony, and \$50 for 2nd.
For all China Ponies bona fide Griffins at date
of Entry (SATURDAY, 17th January, 1891).
First Pony, 70 per cent; Second, 20 per cent;
Third, 10 per cent. Weight rest, 12 lbs. One-
mile-and-a-half. (Nominations close to the
Clerk of the Course at the Club on Saturday, the
27th December, 1890.)

E. H. GORE-BOOTH,
Clerk of the Course.

Hongkong, 21st November 1890.

W. S. MARTEN,

ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT.

2, DUDDELL STREET,
HONGKONG.

Humboldt, 6th April, 1890.

NOTICE.

PATENT "GLACIER" WINDOW DECO-
RATION for producing the effect of
Stained Glass on ordinary Windows. The most
permanent, most effective and easiest to affix of
all substitutes for Stained Glass, and yet the
Cheapest.

MANUFACTURERS:
M'CAW, STEVENSON & ORR (LTD.)
LINENHALL WORKS,
BELFAST,
Ireland.

W. S. MARTEN,
2, Duddell Street,

SOLE AGENT FOR HONGKONG.

Sample Window on view at Mr. MARTEN'S
Office.

Hongkong, 25th October, 1890.

PURE ICE.

IN from two to three minutes, by the "Palmer-
ton, Engineering Co.'s Champion Hand Ice-
Making Machine.

NO FREEZING POWDERS REQUIRED.

Will Ice Carafes in one minute, and make
Block Ice and Ice Cream, Ice Sparkling Wines,
Soda Water, Beer, &c.

The No. 2 Machine is very portable and
compact—Measurements 24" by 18" by 12".

The No. 1 Machine can be seen and tried, and
prices ascertained at the Office, No. 12,
D'Aguiar Street.

All Machines tested by actual Ice-making
before delivery.

G. RENNIE STEWART,
Agent, Hongkong.

Hongkong, 28th August, 1890.